

EXTRA.

A FURIOUS FINISH.

Candelabra, Pessara and Stowaway Come In as Named, Heads Apart.

GUTTENBURG'S OPENING DAY.

Wah Jim Gets the First, Blossom the Second, Shelly Tuttle the Third.

RACE TRACK, GUTTENBURG, Nov. 20.—A large crowd attended the opening of the Hudson County Jockey Club's Fall meeting to-day, and forty-three bookmakers shouted the odds in the ring.

No foreign books or mutual machines were in operation, it being the intention of the association to conform strictly to the law.

The weather was cold and blustering. The track was in perfect condition, and the programme promised excellent racing.

The sport began with a dash of five furlongs, and the dated and bookies alike conceded it to Wah Jim.

This great sprinter won as he pleased from Wampozo, who was second, throughout.

Blossom, a 19 to 1 chance, captured the second event, leading from start to finish. Ladlow caused a long delay at the post, and was nearly left behind.

The "Bully" was a well-placed favorite, but he was never in the hunt. Oporto and the General were also strongly supported.

Shelly Tuttle, a 10 to 1 chance, in the third race, won rather handsomely from a 7 to 1 chance. The pair beat the field six lengths. May Win, who was third, ran a close second.

Wampozo and Wah Jim had the race between them, and Wah Jim won by a head. Ladlow, who was third, ran a close second.

Wampozo jumped away in front and was never headed, winning in a hard drive by a head from Ladlow. Ladlow, who was third, ran a close second.

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SALE OF THE FASHION STUD.

Many Prominent Turfmen at the American Institute.

Strains of the Finest Trotting Stock Under the Hammer.

The American Institute building was crowded by lovers of light harness racing this morning, when Auctioneer Peter C. Kellogg began placing the entire consignment of the Fashion Stud, owned by James R. Cumming, of this city, under the hammer.

Ever since Mr. Cumming decided to retire from the breeding business and offer his stud at public auction, horsemen have been on the anxious seat, for many of the animals contain strains of the finest trotting sires and dams in the country. In all 150 head will be sold. The sale will continue until Wednesday evening.

An eighth of a mile track has been constructed around the building, and buyers have a very good opportunity to judge the merits of their purchases.

Some of the most notable horses to be sold are the son of King Wilkes, Gen. Knox, Rumbor, Gen. Washington, Jay Gould, Goldsmith Maid, Lucy, Lady Thorne and Tatletree.

The following were sold to-day: Aurora, b. m., 1884, by Gen. Washington, dam Nellie, b. m., 1884, by Rumbor, dam Aurora; Aurora, b. m., 1884, by Rumbor, dam Nellie, b. m., 1884, by Rumbor, dam Aurora; Aurora, b. m., 1884, by Rumbor, dam Nellie, b. m., 1884, by Rumbor, dam Aurora.

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TRAINS HOURS LATE.

Lehigh's Passenger Service Is Badly Crippled.

Freight Traffic Is at a Standstill Through the Strike.

The effects of the strike on the Lehigh Valley road were felt in this vicinity this morning. No freight trains are moving from the yards at Communi-paw and Perth Amboy, and passenger traffic is also interfered with.

The strike is a peculiar one in the respect that it is for principle and not for financial reasons. The trouble has been brewing for more than a year.

The men say that certain rules governing their employment have been grossly violated. Committees were appointed at various times to endeavor to settle the matter by arbitration.

President Wilbur refused to see the committees. He said he would treat with his employees as individuals. This was a direct violation of the union principles. Mr. Wilbur's letter of last Friday confirmed this belief, and the strike was a foregone conclusion.

No reports of any violence or disorder have been received since the strike began at 10 o'clock.

Among the prominent trotting men present were J. W. Shultz, Parkville; Major H. H. Chas. H. Richmond, Va.; Wash. T. Smith, Dr. Day, Waterloo, N. Y.; John W. Clark, New Brunswick, N. J.; Col. Tolson, N. J. Service, New York; John W. Clark, New Brunswick, N. J.; Col. Tolson, N. J. Service, New York; John W. Clark, New Brunswick, N. J.; Col. Tolson, N. J. Service, New York.

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YARROW BOAT ADRIFT.

Left in the Wake of Niotheroy on Her Way Out.

Found by a Tugboat and Restored to Flint & Co.

El Cid, or the Niotheroy, as Brazil's ready-made warship will be known until Mello either registers her or acknowledges the superiority of the dynamite gun, was towed and lost at 6 o'clock this morning, and with her Brazilian flag flying steamed proudly out of harbor.

Three-quarters of an hour afterwards the tugboat William J. McCaldin, while returning up the bay a half-mile north of the Narrows, sighted a strange-looking craft adrift and apparently without any one on board.

Capt. Baker, of the tugboat, sent a deckhand out in a boat, and word came to him that the abandoned craft was the Yarrow torpedo boat that had been hoisted aboard the Niotheroy during last night.

There was no one on the torpedo boat, and nothing to indicate why she had been so unceremoniously left behind. The McCaldin took the Yarrow boat in tow and brought her back to the Narrows. The Yarrow boat was towed to the dock of the Morgan Iron Works, foot of East Ninth street, where it was taken in charge by the Yarrow company.

When the finding of the Yarrow boat became known in shipping circles there were many theories about how she might have been lost or abandoned.

One possibility suggested was that Mello sympathizers had succeeded in getting the boat out of the yard of the Yarrow company, and that she was later towed out to Gravesend Bay to be put aboard the Niotheroy. At least, that is the statement given out by the Yarrow company.

It was reported that she would remain a short time in order that Capt. Zedillo may have instructions from the United States on the handling of the dynamite gun. Capt. Zedillo, who is the commanding officer of the Niotheroy, is a Brazilian.

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OUR HOPE OF RAPID TRANSIT.

The Commission Meets To-Day.

John H. Starin, who is in Europe, was the only absentee at the meeting of the Rapid Transit Commission this afternoon.

Joseph G. Hillam, of London, and J. W. Reno, of this city, asked for a hearing on a new proposition to construct the underground railway on the Reno four-track, double-decker, electric system, which was submitted to the Commission a year ago.

Both gentlemen declared that capitalists here and abroad were ready to put up the money and organize a company with \$20,000,000 capital to construct the road and guarantee its completion to the city limits within five years after the granting of the franchise.

They agreed to pay the expenses of the Commission to an amount not exceeding \$100,000, and turn over to the city \$100,000 of the capital stock in return for the franchise.

Mr. Steiway asked them if they would raise the capital stock, and Mr. Reno said he would do so in confidence, and give every assurance that the scheme would be carried out in good faith.

He promised to give the Commission the names of his backers next week, when there will be another meeting to discuss Mr. Reno's plan. Prior to the meeting, the Commission had a secret session, at which the following resolutions were offered by Commissioner Bunsen:

Resolved, That this Board hereby approves of a plan for an elevated railway, to be offered at a public sale, to be held on the 25th day of December next, at the City Hall, New York, for the purpose of raising the capital stock of the Rapid Transit Company, to be offered at a public sale, to be held on the 25th day of December next, at the City Hall, New York, for the purpose of raising the capital stock of the Rapid Transit Company.

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PARK POLICEMAN KILLED.

Hatfield Slipped and Fell Under a Trolley Car.

Another Fatality Added to Brooklyn's Already Long List.

John Hatfield, forty-six years of age, a mounted park police officer, detailed for duty at the Ninth street entrance of Prospect Park, Brooklyn, was instantly killed at noon to-day by being run over by trolley car 206 on the Coney Island and Brooklyn Railway.

He had just left the park and boarded the front platform of the car when he slipped and fell under the wheels. He was struck by the car and was killed.

The front wheels struck the unfortunate man on the head, and severing it from the body, and mutilating it in a horrible manner.

The body was so wedged in under the forward truck that it became necessary to raise the car with rails in order to extricate it.

Hatfield was appointed a member of the park police force in 1883. He was a Grand Army man, having served in the war with the Fifth New York Regiment.

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FRIGHTFUL DUEL OF THE RIVAL LOVERS.

Both Men Badly Wounded—One Will Probably Die.

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RENO PLAN AGAIN.

Says Capitalists Are Ready to Back Underground Rapid Transit.

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